



LONG BEACH AIRPORT ASSOCIATION

JANUARY 25, 2006

Ms. Angela Reynolds
Environmental Officer
Planning and Building
City of Long Beach
333 W. Ocean Boulevard
Long Beach, Ca. 90802

Dear Ms. Reynolds:

Our association has commented several times regarding the environmental study for the Long Beach Airport Terminal Improvement Project, including the initial scoping in the fall of 2003, the various Airport Advisory Commission study sessions throughout 2004, the many public hearings, including April and May, 2005 second round of scoping meetings, etc., both verbally and in written form. It is now time (in fact, way past time!) to move this EIR forward into a building project.

We find the EIR to be quite adequate in its analysis of the proposed project, and feel it verifies the need for the largest of the scenarios studied in the EIR process, of approximately 103,000 sq.ft.

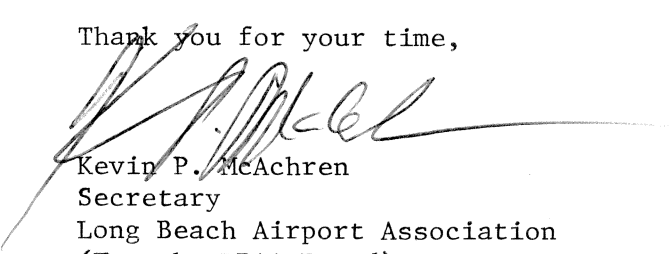
In the post-9/11 world, the first concern is the adequacy of space for the TSA, to conduct pre-flight security screening of passengers. This element cannot be compromised!

Commercial concession area - an adequate variety of services for dining and pre-flight shopping - is expected in today's airports and also provides a huge source of revenue to the City. (the dining aspect is especially important since airline meals are practically a thing of the past).

While it is obvious that adequate space needs to be provided for ticketing and airline operations, a bigger concern is the space "rampside" of the terminal. We feel that no less than 14 aircraft parking positions for aircraft be provided. At the present, inadequate, "tent and trailer" facility, we often observe aircraft waiting for a place to park to discharge passengers and baggage, with only 10 positions, and that is occurring with only a handful of the authorized 25 commuter flights operating! Where are we going to park the additional twenty or so commuter flights when they become operational? Aircraft waiting for parking need to have engines and/or onboard auxiliary power units running, which needlessly contributes to air pollution, not to mention inconveniencing passengers, and friends, families, and associates awaiting their arrival. Also, delay-inbound flights causes delayed outbound flights, a concern any time but especially in the late evening hours when flights face our curfew.

In conclusion, we feel strongly that the proposed project of approximately 103,000 sq. ft., in total, should be certified by the Planning Commission as presented in the EIR released in November, 2005. We hope that your office will respond to the EIR responses in an expeditious manner, so that this critical project to the Airport and the Long Beach community can move forward and become a reality.

Thank you for your time,



Kevin P. McAchren
Secretary
Long Beach Airport Association
(For the LBAA Board)

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